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The Intelligencer.

Intelligencer for the Summer.

From leaving the city may have the Intelligencer sent to their address by mail, postage prepaid, for each time as they may desire, at the rate of \$1.00 per week.

The Appearances of the Strike.

We present a mass of news this morning from different points along the Baltimore & Ohio road. There is nothing very definite in it as regards an immediate result, but we interpret the situation as showing signs of a speedy break of the embargo on the passage of trains. That the strike is to end in the re-establishment of business within a few days at most, no one can doubt who will stop to consider the matter for a moment. The contest waged by the employees has simply been hopeless from the outset. No railroad strike was ever yet successful in the history of the country. A line of railway is too important as a highway of travel and commerce to too many interests to admit of a blockade save for a very limited time. Society rises upon mass, as it were, against an attempt to interrupt trade to such an extent, and inevitably the power of government steps in to open up the closed avenue. This is the case now on the Baltimore & Ohio road. The power of the U. S. Government has been successfully invoked for its re-opening, and the armed representatives of the Government are now on the line for that purpose. They will succeed as a matter of course. If the present force is not sufficient more will be sent, and it still more are needed they will be forthcoming. The whole power of the Government, with all that the word power implies, is now pledged to put down the uprising. It is therefore a mere question of a very short time as to the collapse of the embargo. Those engaged in it should not shut their eyes to their position. They are standing on illegal, dangerous and untenable ground. Their weakness as well as their wrong consists in the fact of their interference with the rights of others. Every man has a right to carry on his lawful employment and those who interfere with him become by that act the foes of the government and are bound to be put down. The settlement of such an issue has no relation to the grievances of those who are thus in the wrong. No man can rectify his grievances by violence, and least of all by violence against innocent parties. An uprising to that end is just as certain to fail as that the government has no power to assert and maintain its authority.

The Hardships of the Railroad Business—Difficulties of the Baltimore & Ohio Line.

We publish in another column the story of the strikers on the Baltimore road as told to a newspaper reporter. It is one well calculated to appeal to popular sympathy. No one can read it and not feel that these men have peculiar hardships to complain of. Their life is a very unenviable one, not only on account of its many dangers and hardships, but also by reason of the meagreness of their compensation in these times of high prices for the common necessities of life. It is hardly to be wondered at that, wrought up to desperation by the scantiness of their pay, especially where they have dependent wives and children, they strike out in a sort of blind fury against a further decline in their wages. Long ago it was said in England, by a writer on the wrongs of the working masses of that country, that "surely as much bread as a man may need, and as much as a man may do, is the reasonable right of all of God's creatures." And yet it is true in the last two years, that as much bread as a man may need, in many cases, not to be earned by as much work as a man may do. This state of things grows out of the inevitable fluctuations of demand and supply in the matter of labor, which is only another form for saying that it grows out of the lack of employment for great numbers of men who at some former time could have commanded fair wages and steady work. Such a state of things is incident to the universal shrinkage that follows a panic. Sooner or later every man who labors, not less than all who make or sell merchandise, is doomed to feel the effects of the blow that is struck at the whole fabric of society by a great commercial revolution. Those whose labor is in the greatest excess, by reason of its unskilled character, have the least chance to protect themselves against shrinkage. The great mass of mankind are active competitors with each other in the ranks of unskilled labor. It is the sort of labor that nearly every man can perform almost at sight and without special aptitude or training. Hence, when the day of retrenchment and shrinkage comes, after a period of plethora and inflation, the first to feel, and to feel it continuously, are those who crowd each other in the market for what is known as unskilled labor. Next come those who constitute a special class of laborers. They have been drawn into some specialty when it was remunerative, have identified themselves with it, have assumed social duties and pecuniary obligations incident to their compensation, and are, as it were, bound up with the fortunes of their employment for good or ill. They naturally cling to it under adversity in business, in the hope of better times, and also for the additional reason that when it falls them in a period of depression the time has gone past for bettering their condition in other employments with which they have no familiarity.

What the Baltimore & Ohio Employees Say About Their Grievances.

Reporter of the Baltimore American.

The more the grievances claimed by the fireman and other employees are inquired into the worse they appear. The men all tell the same story, and do it in a way that it is apt to impress the hearer strongly. A reporter of *The American*, with a view of getting something like a fair statement of the employees' side of the question, singled out a conductor, a brakeman, an engineer and a fireman, who are yet in the employ of the company and recognized as sober, reliable men. Their statements did not vary, and were afterwards corroborated by a dozen or more other employees. They state that notwithstanding the large number of men dismissed from service by the company during the past year, there are yet more men employed than the business of the road justifies. This causes the men to lose several days in every week, as they cannot get constant employment. The method pursued by the Company in the working of the men is about the greatest grievance. This method is economical, and in carrying it out the employees say they are treated just as the rolling stock or locomotives, the Company acting to make the slightest concession in their behalf. All this trouble grows largely out of the fact that the Company, while hauling a good amount of freight eastward, has not enough freight westward to load their empty freight cars. The heaviest freight business of the road in any one day is 35 trains in each direction, but those westward bound are largely made up of empty cars. This has led to the practice of increasing the number of cars in a freight train, and consequently an increase of labor for the fireman and brakemen.

THE FOUR PER CENT.

The total subscriptions to the Four per cent loan are \$65,982,500.

Convention of the National Cotton Exchange, at Greenbrier, West Virginia.

GREENBRIER, W. Va., July 19.—The convention of the National Cotton Exchange, resolutions were adopted memorializing Congress to increase the appropriation for the Signal Service Bureau, for the establishment of other stations in the cotton States, so as to obtain more accurate information of the rain fall and temperature, providing that arbitrations in the deliveries of cotton, sold on the basis of classification, be upon a class only of fair average staple, and that valuations should afterwards be fixed according to the official quotations of the day of delivery; also, providing for the appointment of an Inspector to examine the condition of the cotton at the time of delivery, etc.

Political Notes.

DAYTON, July 18.—The Montgomery county Republicans met in convention here to-day and elected delegates to the State convention at Cleveland August 1st. They adopted a resolution endorsing the pacific policy of President Hayes, and in favor of the silver dollar.

Fatal Gas Explosion.

BALTIMORE, Md., July 19.—J. P. Wehrle of the firm of Wehrle & Bro., 11, Frederick Avenue, was instantly killed by the explosion of a gas machine, which, while a lighted candle was being examined for a leak.

BY TELEGRAPH.

ASSOCIATED PRESS REPORT.

TO THE DAILY INTELLIGENCER

THE RAILROAD WAR.

The U. S. Troops at Martinsburg.

Trains Moved Out Under Convoy of Soldiers.

Mathews Light Guards Acting as Special Constables.

Meeting of the Strikers at Keyser.

Wages Inadequate to Provide the Necessaries of Life.

Miners in the Cumberland Region Joining the Strikers.

George Zepp Goes to His Engine Pistol in Hand.

A Leading Striker Arrested and Put in Jail.

The Central Ohio Division Involved in the Strike.

All the Freight Trains Laid Up at Newark.

Specials to the Intelligencer.

COL. FRENCH IN COMMAND AT MARTINSBURG.

MARTINSBURG, July 19, 1877.

Nine companies of regulars are now here, under command of Colonel French. The President has issued a proclamation ordering all strikers to disperse by noon to-day. The Company expect to start trains during the day. Other troops are expected soon. Captain Shipley's company will not be here, as they have no ammunition. The Mathews Light Guards are ready for action this morning. W.

FIRST TRAIN MOVED.

MARTINSBURG, July 19.—10:30.

Engine No. 4, attached to a coal train going east, was boarded by an engineer's wife and he left the engine, followed by the fireman. The train was taken in charge by Wm. Clements, agent at Locust point, who brought it past the strikers. Great crowds are gathering at the station; this was the first train moved since the strike. The Company expect to start other trains after dinner. The civil authorities will ask the mob to disperse, and the military will be called upon if they refuse. W.

THE TRAIN CLEARED BY THE TROOPS.

MARTINSBURG, W. Va., July 19.

The troops have cleared the track around the station. Great excitement. Coal train, engine and Wm. Karrison, fireman, bound east, was the first train out; other trains will follow. The trains are accompanied by detachments of regulars. The Mathews Light Guards are still on guard at the station. W.

THE LIGHT GUARDS AS A SHERIFF'S FORCE.

MARTINSBURG, July 19, 1877.

The Mathews Guards, under command of Lieut. Linn, headed by the Sheriff and Wm. Englebright as guide, have been out to where the strikers are collected for the purpose of arresting the leaders; after reaching the place the guide refused to point out the men. They will doubtless be arrested soon. W.

ALL QUIET AT GRATON.

GRATON, July 19, 1877.

All quiet here. Large crowds of workmen are around the depot, but no signs of disturbance. There are large numbers of freight trains laying on the side tracks. It is feared that an attempt to move them will provoke trouble. The strikers are generally fine looking young men, mostly Americans. Determination is pictured in their looks. They say one dollar and a half a day with ten per cent off is too small wages for any fireman. I leave in a few moments for the East. W. H. O.

TELEGRAPH WIRES AND PASSENGER TRAINS UNMolested.

OAKLAND, Md., July 19.

Before leaving Gratton I learned that the strikers were holding a meeting, and that it had been decided that no freight trains should leave.

The railroad track is in excellent condition and passenger trains make their usual time.

The strikers have resolved not to interfere with the road telegraph wires, or express or passenger trains.

At noon to-day the railroad officials at Gratton ordered a freight train out. An engine was run on the track and switched in front of the train. All was in readiness to go, when the strikers waited on the engine and informed him he could not leave. The engineer and fireman left their posts, being compelled to succumb. All the couplings had been removed from between the cars.

At all the principal stations numbers of strikers are to be seen. They are fine looking fellows. W. H. O.

HOW THE TRAINS WERE GOT OUT.

MARTINSBURG, July 19, 6:30 P. M.

Have only succeeded in getting out two trains up to this time. Experience great trouble in getting firemen; expect some from other places to-night. A detachment of Mathews Guards arrested Dick Seep, one of the leading strikers of this division, and have him at their headquarters. The trains were preceded by a company of U. S. troops outside of the city limits. W.

A SABBATH QUIET IN CUMBERLAND.

CUMBERLAND, Md., July 19.

Cumberland is quiet as on a Sabbath day. Crowds of strikers at and around the depot, but all are good natured and jolly. At Keyser the strikers say that no freight cars pass East or West. From the looks of the U. S. troops I am satisfied that they mean business, but

whether the strong arm of the law will not subdue them is a question.

W. H. O.

TRAIN ARRIVES AT CUMBERLAND.

CUMBERLAND, Md., July 19.

The first train from Martinsburg just arrived in charge of Lieut. E. S. Curtis, of the Second Artillery, and thirteen soldiers. There was no trouble except at Sir John's Run, where the train was stopped, the fireman being slightly injured. Here the train was met by a large crowd of strikers, hooting and jeering. The train will lay here for the night, as danger is apprehended at Keyser. Several hundred strikers here are ready for any and every resistance should the train attempt to leave. W. H. O.

OTHER TRAINS IN THE MORNING.

MARTINSBURG, July 19.—10:30 P. M.

At this writing very few people are on the streets and at the station. General French and Col. Delaplaine report everything quiet along the road. Other trains will be started in the morning. Have some firemen who are willing to go on freights but refused. The residents here say that to-day reminded them of the days of '61. Col. Delaplaine says he is sending a full report to-night to Gov. Mathews. W.

DICK SEEP RELEASED ON BAIL AND JOINS HIS FRIENDS.

MARTINSBURG, July 19.—8 P. M.

Dick Seep, who was arrested this afternoon, had a hearing before Justice Gardner and was released under four hundred dollars bail, and joined his comrades amid cheers.

The train that left here this afternoon bound east passed Sir John's Run all right. At this point it was expected to have trouble on account of the report that a hundred workmen had joined the strikers at that place. Up to this time no blood has been shed. No other trains will leave to-night. The Guards are now in the Court House, and will remain there till morning. Captain Faulkner's company is quartered at their army. To further trouble is expected here to-night. W.

STILL SERRATE AT GRATON.

GRATON, July 19.—11:50 P. M.

Matters here remain about as they were this morning. Everything very quiet. No disturbance of any kind. The strikers held two meetings to-day. A committee from Keyser attended the evening meeting. Resolutions were adopted declaring their determination to stand together and proposing a plan for a compromise. Committee were appointed, in conjunction with those at the meetings on the other side, to meet the officers of the railroad for the consideration of a plan and terms of compromise. T.

DISPATCH TO GOV. MATHES.

MARTINSBURG, July 19, 1877.

The change of tactics on the part of the strikers, reported to you this morning, culminated in their weakening this afternoon. At two o'clock I got a freight train eastward, guarded out of the town and carrying ten men through. At four o'clock another got away westward, having a large escort through the Sand House district, the rioter's principal rendezvous, and where trouble was expected. The train carries ten men to Keyser. At this writing has passed Sir John's Run without interference. Soldiers were stationed upon both engines as they left the yard, and neither was attacked, although a large body of strikers lay in ambush in the shade of adjoining hills. The Sand House, when their departure was taking place. I had the tracks and depot yards cleared of the crowds and sent Capt. Miller with 20 of the Guards to support the sheriff in making arrests.

The secreted but one man out of the crowd who was wanted had been issued, the others avoiding them. Just before this the sheriff and his deputies had ten of them whom they undertook to arrest, but were warned by the crowd that they would be shot down if they laid hands on a man. The railroad company could not get more crews this afternoon to run their engines, but they will have men here at 5 A. M., when trains will be started under guard as before. While the individual feeling is no less intense the strike has lost cohesiveness to-day. Should all well to-morrow, I believe the worst day will see the riot broken here and discouraged at the other points.

DEPLAINE.

MARTINSBURG, July 19.—The troop train arrived at 6:30 this morning and bivouacked in the Round house. Most of the strikers are outside the western limits of the corporation. At noon the proclamation of President Hayes, commanding them to disperse, was read. The miners of Piedmont and West Virginia have resolved to assist the railroads. At a meeting at Keyser last night the men decided to abide by the decision of the associate divisions in regard to the wages and to stand by the other divisions in the present troubles, declaring that the wage established by the Company were inadequate for procuring the necessities of life for themselves and families.

It is impossible to get men to run trains out. The strikers in a meeting decided to demand two dollars a day for firemen and brakemen, and no reduction for engineers and conductors. They appointed committees of firemen, engineers, conductors and brakemen to co-operate with similar committees on all other sections. Committee have gone to the third and fourth divisions to insist on a general strike, and no reduction for engineers and brakemen. They will blockade at other points along the road.

CIRCULATING THE PROCLAMATION.

The President's proclamation, printed in handbill form, has been distributed among the employees at all points of the road. The proclamation is being placed in conspicuous places.

10 A. M.—Up to this time no engineers have been obtained to take the east train No. 4.

The proclamation of the President has been posted throughout the city. All is quiet. There is a large throng about the hotel, but all appear good humored and prominent strikers say there will be no demonstration against persons and property just yet.

Williams, in presence of Sheriff Nadenbach, read the request from Governor Mathews to the miners assembled at the crossings to disperse and desist from further interference with the trains. There are plenty of men willing to work but they are afraid.

COL. FRENCH'S DISPATCHES.

WASHINGTON, D. C., July 19.—The following dispatches were received at the War Department this A. M., from Col.

French, commanding the U. S. troops at Martinsburg, West Va.

MARTINSBURG, W. Va., July 19.

To Adjutant General War Department:

I remained on the road till 6:30 A. M. The President's Proclamation has not been published, but will be in an hour, when arrests will be made. I am in consultation with Col. Delaplaine.

MARTINSBURG, W. Va., July 19.

To Col. Vincent, Adjutant General:

The Proclamation has been printed, and is now being circulated, after 12 o'clock. If the insurgents have not dispersed, the troops under my command will proceed to enforce the order of the President. At present everything seems quiet, and I doubt whether anything more than a demonstration will be required. Whatever action I may determine upon will be after consultation and with the full concurrence of Col. Delaplaine, Aid to the Governor.

CITIZENS IN SYMPATHY WITH THE STRIKERS.

MARTINSBURG, W. Va., July 19, 10:30 A. M.—No. 4 engine, with N. B. Bedford as engineer, was got in order, when his wife and stepdaughter got on with him. They failed to persuade him to leave, but just before time to start one of the strikers spoke a few words to him and he, with his wife and stepdaughter, left the engine. He was greeted with cheers. Clements, from Baltimore, then ran the train down to the hotel. Everything was done quietly, and there was manifested no disposition of violence on the part of the strikers. The sympathy of the citizens is warmly shown to the men, and a brakeman was ordered off by citizens.

12:10 P. M.—Matters remained quiet for the last two hours. No train has yet moved and the troops remain in their quarters. The trains will be moved this afternoon if men can be had to go on them. There are plenty willing to go but are afraid of the future.

COL. FRENCH REPORTS ALL QUIET.

WASHINGTON, July 19.—Col. French, commanding the United States troops at Martinsburg, July 19, 1:40 P. M. to-day telegraphs to the War Department that all is quiet there.

TRAIN MOVING OUT.

MARTINSBURG, W. Va., July 19.—Lieutenant Galah, with battery F, 4th artillery, cleared the track, and the first train westward moved out. A coal train east left this afternoon. As it moved off several of the strikers occupied the hill side of the track. The military also presented arms, and there was no disorder. Engine 423 and a train of house cars is just moving out, and all is quiet. The eastward bound train took a detachment of ten men under Lieutenant Lewis, and No. 423 took ten men. The troops on the eastward train go as far as Harper's Ferry, and on the west bound train the troops will go as far as Keyser.

A BOLD FIREMAN.

Before the train drawn by engine 423 reached the city limits the fireman deserted it and the train remained stationary until 4:22 P. M., when it was moved off with Gepp as fireman. He walked up the track with a navy revolver in his hand, followed by his mother, who tried to dissuade him from going. Some friends of the strikers ran towards him and he, with his pistol over his head and marched boldly to the engine and took his place. The train then moved off. There were some soldiers in the cab to protect the engine and fireman besides, others in a car at the rear. No other trains will be started to-day.

LODGED IN JAIL.

Richard Zepp, brother to George Zepp, and chief of the strikers, was arrested by the Sheriff, assisted by the military, and lodged in jail.

THE MILITARY GONE TO THEIR QUARTERS.

The west bound train passed Sir John's Run all right, and no further trouble is anticipated from it. There are now lying here 73 locomotives, nearly all of which have been taken up by the military, and ready to start after a few minutes notice. The streets are deserted and the soldiers gone to their quarters. No trouble is expected to-night, and it is probable that by noon to-morrow there can be found plenty of men to move all trains.

The Strike Spreads to the Central Ohio Division.

COLUMBUS, July 19.—The strike on the B. & O. R. has extended to the Central Ohio Division, and freight trains are detained at Newark to-day. It is stated that the strikers have threatened to use fire-arms in case of the removal of the trains. No violence has yet occurred, but is expected in case the trains are taken out. The men gathered about the depot in large numbers, but good humor prevailed. The engineers have not yet openly joined the firemen in the strike.

M. L. Doherty, Master of Traffic on the Baltimore & Ohio road, called at the Governor's office to-day, to consult in reference to military assistance to the authorities at Newark. Gov. Young was absent in Cincinnati, but it is expected to return at midnight. There is no military company in Licking county, and they will call on the Governor for aid on the supposition that the authorities at Newark are inadequate to control the riot. The opinion prevails that the Governor can't furnish the military aid legally until the local authorities declare their inability to control the strikers and protect property and call for military aid.

W. C. Quincy, General Manager of the Baltimore & Ohio divisions west of the Ohio River, telegraphed this afternoon with the men at Newark and offered to pay the old wages to such as would volunteer to take on the trains, but the men, though willing to work, declined for fear of their lives.

It is stated that the B. & O. will employ on their Ohio line, experienced and skillful men to supply the places of the strikers, who have refused to go out on their trains. All is quiet here and trains are arriving and departing as usual.

FIRE RECORD.

Shoe Manufacturer Burned—Over Two Hundred Hands Thrown Out of Employment.

MARLBORO, MASS., July 19.—The shoe manufacturer of T. A. Coolidge, of West Marlboro, and dwelling house burned last night. Loss on building and stock \$100,000; insurance \$74,000. Over two hundred hands were thrown out of employment.

Board of Aldermen Seized With a Virtuous Snarl.

NEW YORK, July 19.—The Board of Aldermen to-day appointed a committee to inquire into the whole affairs of the ring and procure the names of the Superintendents who were in power at that time, to find out whether any persons have been instrumental in shielding thieves and preventing the city from recovering stolen money. The corporation council was directed to appoint one of its clerks to aid the committee.

Mexican Affairs.

NEW ORLEANS, July 19.—The Galveston News' San Antonio special of last evening says: Gen. Pedro Valdez arrived by the Eagle Pan stage this morning. He will return day after to-morrow. He has 250 men. Gen. Maxamayo, on the other side, has 150, one hundred of whom will join Valdez as soon as he crosses, which will be in six days.

Strike on the Pennsylvania.

The Railroad War Expanding.

Firemen Abandoning the Trains.

No One Willing to take their Places.

The Panhandle and Fort Wayne Likely to Join the Strike.

Double Trains, Single Crews, Long Runs and Low Pay Cause the Trouble.

PITTSBURGH, July 19.—At noon to-day the freight trainmen on the western division of the Pennsylvania railroad refused to go out with their trains. The strike is caused by the company increasing the number of freight cars in their trains. Heretofore 48 conductors and crew ran 17 cars, an order lately issued doubles this number without increasing the crews. The strikers and their friends, in all, nearly 500, assembled at the outer depot and by intimidation have prevented the crews from going out. Otherwise they would have remained at work.

A man while attempting to couple the cars was attacked and severely beaten. The ring leaders in the attack were arrested. The strikers then moved out the road towards East Liberty.

A placard posted about the depot, signed by the President of the Trainmen's Union, calls a meeting of the trainmen at Phoenix Hall this evening. It is supposed that this meeting is called to take action outside.

The men on the Connellsville branch of the B. & O. R. are still at work, and trains are running as usual.

3:30 P. M.—Eighteen trains are now in the Pennsylvania Railroad Company's yards ready to go out, but without crews to run them. The engineers are in readiness, but up to this time the company have not been able to get men to take the strikers' places.

The new order requiring that a double train, provided with two engines and consisting of 36 cars, be taken out with one crew, went into effect this morning. The strikers claim that by this order two ordinary trains are taken out to Altoona. A distance of 116 miles, instead of 50 miles, as before. The strike is now considered a day's work, while now the trip to Altoona is considered a day's work.

When the trouble commenced at the outer depot this morning a party of the strikers lost no time in getting out of the East Liberty yards and held a conference with the train and yard men there, which resulted in the latter joining the strikers.

The trains were run upon the sidings and left there. The strikers then took possession of the main track and stopped all freight trains east or west. Those coming from the east were allowed to proceed after the situation had been explained. In order not to blockade the main track, it was necessary that some of the stock trains should be pulled up to the sidings to be unloaded, and this work was done by the Pan Handle strikers. None of those belonging to the Pennsylvania railroad were allowed to be used. The main track here is wholly in the hands of the strikers.

A west bound freight train was stopped at Brimley station by a party of the strikers who had gone there for that purpose. The train was allowed to proceed, however, on the men intimating that they would join the strikers as soon as they reached the city. The excitement along the road is intense and it is feared the strikers will be unable to hold out. The strikers will join the movement. The strikers threaten to release McCall who was arrested for striking Superintendent Watt by force. No detention is offered passenger trains and no serious collisions have yet occurred.

PITTSBURGH, July 20, 1 A. M.—Everything quiet about the yards. The strikers still have possession of the main track and no freight is allowed to be moved.

ASK FOR THE MILITIA.

PITTSBURGH, July 20.—1:40 A. M.—It has been learned from reliable sources that Sheriff Fife, of this county, has telegraphed Gov. Hartranft of his inability to suppress the rioters in possession of Pennsylvania railroad tracks, and asked him to use his authority in the premises by calling out the military for that purpose.

The Mint Investigation.

SAN FRANCISCO, July 19.—The Mint Investigating Commission this afternoon continued the examination of employees concerning the duties of the management. Frank Pixley made some general charges, to the effect that the mint was run as a political machine; that employees had been used to locate desert lands, &c., and was checked by President Low, who insisted upon the necessity of making specific charges in writing. The Commission adjourned until 2 P. M. Saturday, when the principal charges will be taken, to be followed by those preferred by Mr. Pixley.

Weather Indications.

WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL OFFICER, WASHINGTON, D. C., July 20.—A. J.

PROBABILITIES.

The indications are for Tennessee and the Ohio Valley, slightly cooler weather, with rising barometer. Partly cloudy weather for the middle of the week, followed by stationary barometer; slightly cooler west winds, partly cloudy, weather, and local rains.

Marine News.

SAN FRANCISCO CAL., 19.—Sailed, the bark Colonia, for Cork, via Pacific Islands. The steamer Australia, from Sydney, via Honolulu, arrived, carrying the British mail.

Marine Disaster.

BOSTON, July 19.—The schooner Dom Pedro was run down and sunk last evening by the United States Revenue Cutter Grant.

Financial Troubles—Runs on the Banks.

NEW YORK, July 19.—There was a run on the Patterson, N. J. Savings Bank yesterday, also on the Passaic County Savings Bank in Patterson.

MINOR TELEGRAMS.

—The New York Produce Exchange withdrew from the National Board of Trade and will send no delegates to its meeting.

—President Hayes will visit Norfolk and Richmond next week. Probably he will include City Point and Petersburg in his visit. A number of